

BMW Club

2004

Shaft Drive Lines

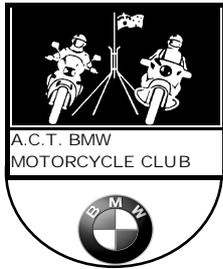


ACT BMW MotorCycle Club Inc

Member of the International Council of BMW Clubs



June 2004



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Meetings:

When: **Fourth Monday of each month**

Where: Italo Australian Club, 78 Franklin St FORREST

Time: 7:45pm

Next Meeting: Monday 24 May 2004

Membership:

Membership fee is \$40 per year. A small joining fee applies to new members and includes your membership badge. A membership form appears in the back pages of this magazine, or you can obtain one by writing to :

The Membership Secretary
ACTBMWMCC
PO Box 1042

**Please advise the Membership
Secretary of changes to your
contact details.**

Activities:

Club runs and social events are detailed in the *What's On* page in this magazine. The Club endeavours to have at least one organized run per month. Suggestions for runs and activities are welcome to the Ride Coordinator or the Social Secretary.

Every effort is made to make the information on the *What's On* page accurate but changes to meeting times and places etc can occur between publication dates. Members will be reminded of rides, activities and general information by email. If your email address has been changed or your box is full, we can't contact you, so advise the Ride Coordinator of changes to your contact details. The most up-to-date information will be posted on our website <http://www.actbmwmcc.org.au>

Participants in Club activities are advised and reminded that they do so at their own risk and are fully responsible for their own riding. Please obey the law at all times and ride with your safety and the safety of others in mind.

Kosciuszko Rally:

Will be held on the third weekend in October 2004 at the Geehi Hut campsite near Khancoban NSW. A portion of proceeds is donated to the refurbishment of The Canberra Hospital, Cardio-Thoracic Unit's patients/visitors lounge.

Charity Support:

This club proudly supports the Cardio-Thoracic Unit of The Canberra Hospital.

Web Site: <http://www.actbmwmcc.org.au>

Check the web site for updates of rides and social events.

About 'Shaft Drive Lines':

Contributions:

Relevant Contributions to this Club Journal are most welcome, and should be directed to the Committee at any general meeting, or posted to

The Editor, Shaft Drive Lines

ACTBMWMCC

PO Box 1042

WODEN ACT 2606

or email to editor@actbmwmcc.org.au

The deadline 10 days is before the next meeting. All disks & photos etc. will be returned upon request.

Articles to be in Word format and please keep photos separate and do not imbed them in your document. Photos to be in JPEG format.

Disclaimer:

The opinions published in this Club Journal are those of the individual correspondents, and are not necessarily those of the Editor or of the ACT BMW Motor Cycle Club Inc.

Technical articles, and other such information where provided, are for use at the discretion of the individual members, after warranty, and are not intended to detract from genuine BMW spares or accessories.

Privacy of Club Member Information

The Club is aware that privacy of personal information is an issue of growing concern and for that reason has a declared policy as regards *Privacy and Spam*.

Details of the Club's policy were given in our May 2004 newsletter.

Any members who have queries should contact the Club President in the first instance, or alternatively, raise these issues at the Club's monthly meeting.

This month's cover:

Ian Hahn, with other Club members - supporting the day!

(At the MRA's May 8th Blanket Run in aid of the Smith Family and the Salvos.)

The Presidential Hoohah

Well who noticed the welcome to Spring message last month – not me at any rate – but next month it will be welcome to winter and all the fun that brings on those rides on crisp days and the commute to work with frozen fingers.

We had a nice little run out to the Japanese garden and lunch at the restaurant recently – too bad we left a little late – we will have to make a return trip to see the garden one day! We did however meet Ashley and Colleen Mead our Cowra members who have invited us back for a weekend some time. Some of our club members also had a good run down to Mallacoota via all the twisty bits through Cathcart, Wyndham, Imlay, Cann River etc. so watch out for the ride report on that one.

We have taken a bit of flack lately about being a coffee latte club - only interested in short rides – so the Committee has decided to ban the drinking of coffee on club rides – no not really, but we decided to get back to a focus on rides – which will now be the first item on our agenda. The Committee has proposed some really good rides out to October – see 'What's on'. We are also looking at ways to communicate better, and VP Colin is exploring a Yahoo group and with Ray our webmaster, the possibility of a link to our web site.

We will make sure we have short, long, dirt, one-day and over-nighters planned well ahead (Hill End and Dubbo are next up). But that should not stop you from suggesting other venues as well. Also don't forget the Saturday airheads schedule and gravel surfer runs at the end of each month. We have also decided to arrange a different breakfast ride on the first Sunday of each month – the first one will be on 6 June to Captains Flat.

I witnessed a rider drop a bike immediately in front of me recently on the old Hume Highway – no major injuries for the rider luckily – some stitches in a knee and some bruising – but it brought home just how much we need to have good protective gear. There are now just so many good reasonably priced and comfortably alternatives to ordinary jeans and old jackets, for men and women, that will save a lot of injuries. We really

Welcome to new members:
John Alexander R1150RT
Martin Little R1100R
Raimo Anttila R1100S Club
Nigel Jones R100GSPD

owe it to ourselves after spending money on the bike to make sure that we buy and wear the best protective gear we can afford for ourselves and our pillions.

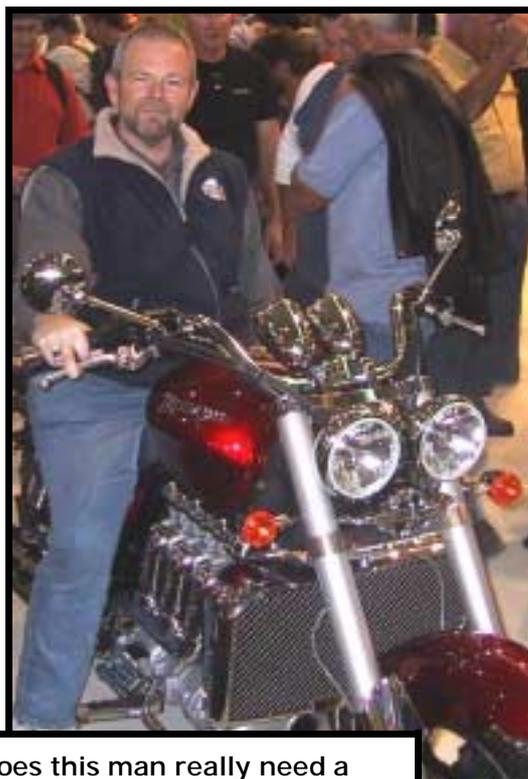
Speaking of good gear, Martin and I went up for the Sydney bike show at Darling Harbour – ran into Ron and Wolf as well. Saw some fantastic new machinery and some of the really exotic stuff. I liked the heated gloves but they were a tad pricey at \$399! Have a look at the photos of Martin on the 2.3 litre Triumph Rocket and the Honda Rune (page 21). I really liked the new Moto Guzzi Brevi and the Triumph Thruxton – but wouldn't mind an MV F4 or Brutale or a Cagiva a big naked like the Yamaha XJS or Suzuki Bandit or

But the new R1200 GS is a great ride and there will be a new R1200RT with a few more gongs and whistles out next year – and within the week we will see the new K1200S – check out: www.face-the-power.com How many bikes would you have in the shed if you had the money to buy them – and the time to ride them all?

But whatever you own – get your cold weather gear on, get your leg over, and get out there!

Safe riding

Peter



Does this man really need a bigger bike?



WHAT'S ON - Rides, Events & Meetings

Club events are highlighted

Next General Meeting is on Monday 24th May

May 2004

Mon	Tue	Wed	Thu	Fri	Sat	Sun
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

24 General Meeting

7.45 pm Italo-Australian Club, Forrest

29-30 Hill End Weekender

- with day ride option

June 2004

Mon	Tue	Wed	Thu	Fri	Sat	Sun
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

2 Chomp and Chat - Ainslie Football Club

6 Sunday Breakfast - at Captain's Flat

12-14 Dubbo - Weekender

17 Committee Meeting

28 General Meeting

7.45 pm Italo-Australian Club, Forrest

July 2004

Mon	Tue	Wed	Thu	Fri	Sat	Sun
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

4 Sunday (alternative) Breakfast - to be advised

7 Chomp and Chat - Central Café. Queanbeyan

10-11 or 24-25 (Tentative) 'Xmas in July'
in Vic? - on the Murray? (to be advised)

15 Committee Meeting

26 General Meeting

7.45 pm Italo-Australian Club, Forrest

MORE WHAT'S ON

Overnighters and day rides

You will have noticed that our ride calendar has scheduled a lot of over-night/long weekend trips.

It is realised that this doesn't suit everybody, so to open up your chances to participate, ride coordinators will be asked in their planning to also add a day ride option.

This can be done by nominating a 'lunch stop' for the ride out - which can also be the turning around point for the day trippers.

29 and 30 May - Hill End Weekend

Hill End is located north of Bathurst and is a well preserved former mining village. Many of the original buildings remain intact and there are plaques dotted around the town with photos showing what the town looked like in its hey day (late 1800's)

Unfortunately there is no fully tarred access to Hill End. If you choose to go you will have to do at least 20 kms of good gravel road (via Bathurst). It is a hard packed gravel road, is not too rough and would be passable in all weather.

This short amount of dirt road should not deter too many of you from coming along to this very interesting historical location.

At this early stage we have 3 confirmed takers for the touring route.

There are a range of accommodation options available as follows:

- ◆ Pub (\$40.00 single \$60 double)
- ◆ Camping (\$5.00 per person)
- ◆ Hill End Holiday Ranch - (1930's rail carriages converted to accommodation approx \$30 per person or cabins at similar prices).

At this stage most people are intending to camp, but there are some who are interested in trying the railway carriages or cabins at the Hill End Holiday ranch.

Touring route would probably go through

BMW Safari 2004

- Tasmanian Tour -

Friday 5 November (ex Port Melbourne and Walsh Bay, Sydney) to Saturday 13 November (ex Devonport).

To quote BMW Motorrad Australia's web site: www.bmwsafari.com

'BMW Safari 2004 Tasmania - spectacular scenery, rambling roads, countless corners, wild wilderness and inviting inns. Drink by the Derwent, take in the Tamar, find yourself by the Franklin and glide down the Gordon. Commune with the convict past, hang on tight to the Huonville jet boat, take a thermal bath, visit the vineyards. Vast lakes, pristine rivers, world heritage areas, national parks, unspoilt beaches, exhilarating passes and an impressive heritage make this a trip you must make. Jump on now for the ride of your life and an adventure that you will remember for years to come'

For latest details on itinerary and Safari route and highlights see:

<http://www.bmwsafari.com/news/index.html>

Remember, there are only a limited number of places, so if you are planning on going, you probably should have registered before now.

So... don't put it off any longer!

Yass/Boorowa/Cowra/Blayney/Bathurst.

The gravel surfers are taking a predominately dirt route via Gunning, back roads to Wyangala Dam, then Blayney, Ophir and Hill End. This route is not suitable for touring bikes.

The plan is to leave TJ's Tyres in Braddon at 8.30 am on Saturday 29 May."

Please let Upsidedown Greg know if you are interested in coming on this trip.



Even MORE WHAT'S ON

For anyone going to Hill End, or interested in going, Greg has uploaded a couple of route maps in JPG format to the ACTgravel surfing website for you to download them.

The files, titled 'Hill End map' etc are at the web address below:

<http://autos.groups.yahoo.com/group/ACTGravelSurfing/files/>

Introducing....

'Variety to Sunday Breakfasts'

For those who don't mind traveling a little further, and trying somewhere a bit different, on the first Sunday of each month we'll try a new place for breakfast.

For Sunday June 6, it's the Outsider Café at Captain's Flat ('big breakfasts a specialty')

Departure at the usual times and places.

However, as the Café asks for advance notice of big groups such as ours, you'll have to let us know if you are coming. rsvp by 24 May to Roger Paull 6255 8045 or email to editor@actbmwmcc.org.au

Allow time also for a leisurely breakfast - more like a 'brunch'.

If you're not that way inclined, and on the other Sundays, it's Bungendore as usual.

If you know of a good spot - an OK ride and you can give a recommendation for breakfast - let us know.

12 to 14 June - Dubbo (June long weekend)

Plan is to ride up on Saturday, check out the zoo on Sunday & then back on Monday. The ride to & from Dubbo is great; can be on interesting back roads most of the way.

Apparently accommodation can get a bit tight on the long week so if you intend going could you let Mark Edwards know & also tell me what sort of accommodation you want (camping/cabin/hotel). Some of us will be camping at a caravan park, but we will choose one that has cabins.

You can contact Mark on ph. 62580681 or by email : mark.edwards@anu.edu.au

And In the Longer Term ...

A weekend in July - to be advised

Either the weekends 10 - 11 or 24 - 25 July and probably in Vic and on or near the Murray. Rutherglen a possibility.

14-15 August - Berry?

A weekend on the coast - somewhere it's a bit warmer than it will be around here.

28 Aug to 12 September - Ranges ride

A sub-committee has now swung into action, so further details should be available very soon.

But, the dates are fixed, so if you're coming along, now is the time to free up that period.

25 - 26 September - Bermagui

A regular Club event; a weekend on a lovely part of the South Coast. Saturday night dinner will be at the Bermagui Beach Hotel so if you want to stay here book your room now on 02 - 6493 4206. Details and other accommodation options will be given closer to the date.

15 - 17 October - GP - Phillip Island

Can we have expressions of interest at this stage, as to who would like to go as part of the Club group? ...and then following straight on ...

23 - 24 Oct - Club's Kosciuszko Rally - at Geehi Hut

5 - 13 November - BMW Safari - Tasmania

See details at the website:

www.bmw-safari.com

?? November - Temora

Day ride (for Airshow and Museum)

MRA Blanket Run



Peter, gracefully accepting Canberra Motor Cycle Centre's trophy.

On a brisk, sunny autumn morning on May 8 about 120 bikes of all makes participated in the annual Blanket Run from Old Parliament House to Civic.

A sizeable pile of blankets and over \$750 were donated to The Smith Family to help provide some winter warmth for the less fortunate in our local community.

Club President Peter Stanfield proudly accepted the trophy for best club attendance with 23 members present edging out the Ulysses Club contingent (though someone was heard to wisecrack that some Ulysses members probably *couldn't* raise their hands up!). This makes up for our narrow loss at the last Christmas Toy Run. Let's make it 2 - 0 this year!



Who was overheard saying that the unwashed bike of this recognisable (but un-named) club member smelt a bit like a dead kangaroo?

Rolfe Classic BMW Motorrad

April 2004

Greetings to all ACT BMW Motorcycle Club Members,

Hopefully all of you enjoyed your Easter break and the BMW Clubs Australia National Rally.

I would like to take this opportunity to introduce myself to those that I am yet to meet; I have taken over the position of Sales Manager for Rolfe Classic BMW Motorrad from Sabian Roux who has left Rolfe Classic to pursue other employment opportunities. I bring with me a large amount of motorcycle experience and knowledge albeit with other European brands.

I would also like to take this opportunity to congratulate Mick Owens, our Motorcycle Service Manager, on obtaining his Master Technician status from BMW Motorrad 1 of 6 technicians Australia wide to achieve this status for 2004.

I look forward to meeting you all, both at the dealership and on the road.

Regards,

Stephen Littlehales

Latest News

R 1200 GS

By now, most of you would have heard that the all new R 1200 GS is now available. We have a demonstrator available for test rides by appointment. Stock is extremely limited for Australia this year, so if you are interested you had better act quickly!

R 1150 GS Adventure

Running until the end of April there is a bonus on all new R 1150 GS Adventures sold. If you buy your new Adventure before the end of April, you are eligible to purchase a new BMW Motorrad Navigator for the subsidised price of \$500.00, a saving of over \$1200.00!

BMW Motorrad Announcement

BMW Motorrad made an announcement recently regarding future models.

"For the year 2004 there are ***no new product introductions*** planned in the Boxer series besides the R 1200 GS." "The R 1150 GS Adventure, the Cruiser models, the R 1100 S, and also the Roadster models R 850 R/R 1150 R will remain ***unmodified beyond the year 2005.***"

Current Specials

2003 F 650 GS, Titan Silver, 4500 Klms

2003 R 850 R, Titan Silver, Panniers, 5000 Klms

2003 R 1100 S, Marrakech Red, 500klms

2003 R 1150 RS Executive, Frost Blue, Panniers, 500 Klms

All serious offers on the above motorcycles will be considered.

Regards and good riding!

The team at Rolfe Classic BMW Motorrad

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A.C.N. 008 629 436

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Parts Telephone
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Parts Facsimile
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Dealer Principal
Brian Joseph

BMW - Bloody Marvelous Weapon or Bavarian Money Waster?

Mal Elliott - as a self proclaimed 'old bloke getting back on a bike' (or a 'Retread on an R Type') - gives his verdict

My passion for BMWs began about 1970 when my hairy mate John decided to move on from his British bikes with total loss lubrication. John is one of those rare people who graciously shares most of what he has. He also never gets rid of anything; he still has the BSA, the BMW R75/5 with 54000 miles on the clock and the 1970 Kingswood. When he got his new Matchless 500 he lent me (much to mum's despair) his BSA 250 and my licence was soon endorsed for motor bikes.

had a Triumph and then an Ariel Square 4 in his day, advanced us some money so we could buy an extra 2 wheels. So near and yet so far. On returning from Morocco I read "Superbikes of the 70's" and the first article was the BMW R100RS - the die was cast.

A combination of circumstances put an end to my biking in 1983. But I still flirted including a 140 kph dash in downtown Tamworth on a K100. Jindabyne only offers bike riding weather for 4 weeks a year so I waited another 7 years.



BMW had just launched the R75/5 and John had to have one, so off he went to collect this funny looking black and silver bike with a cylinder falling out of each side of the frame. Correcting the above, the Matchless was the only thing John ever disposed of, traded on the BMW.

First Ride

I can still remember my first ride, 34 years ago; the cylinders were in the way of my feet, the gear change was at a funny angle and the bike tried to fall over when I twisted the throttle. Then there was the exhaust note that sounded like a flying bomb with its uneven firing cycle. But it was smooth to ride, once you got used to the torque twist. I moved on and had a string of Japanese imports but no BMW which those days appeared to cost as much as an overseas holiday. Suppose they still do.

We decided to tour Europe in 1979 on a factory collected BMW R100RS but dad, who

Finally to Canberra and serious bike hunting. It had to have a shaft drive and preferably a BMW. Almost bought a Yamaha XJ900 but I read Murray Walker's book and there he is, straddling his R100RS with the caption 'best bike I ever owned'. The die first conceived 33 years ago, and then cast 24 years ago was revived.

Temptation Strikes

Last August I saw an ad: "BMW R100RS, limited edition, owner going overseas etc...." So I went, I looked, I rode, and I was smitten. Doug the guru knew the bike and said a fair bit of work had already been done on it and I wasn't to rip off the vendor. What Doug didn't say was that there was still a lot of work to be done.

After being bike-less for 20 years my first month of ownership was interesting. The ride home was gentle, I soon realised the speedo was very fast. It was making a lot more noise than I'd noticed earlier and I was told that all old



BMW's rattled, and if they didn't there was something wrong. So started my \$500 visits to Doug.

First it was a major service, a speedo rebuild and a few more screws replaced. Doug gleefully told me that the speedo was no longer 30% fast, but 1 kph fast at 60, 3 kph fast at 120, and DANGER, 2 kph slow at 180. Go to the Shell at Curtin says Doug for the rego transfer inspection; he is good and fair, and a biker. Everything was going well until he said 'high beam please' and the triple switch fell apart. Back to Doug again.

Off to Bungendore - with a little bit of Wobbling

Finally caught up with the Bungendore ride. At this stage I am still gaining a feel for the bike and its balance. A bit of wobbling and shimmering at 120 and so it was off to Doug again for the steering head bearings, and a

riding the 1 litre BMW like a V8, using low down torque in lieu of high end revs. I was riding in the 2000-3000 rev band and only getting into higher revs on rare occasions. Now I change at 4000rpm, the gearbox is smooth, almost knife through butter and I am loving my bike.

I did a bit of self-education courtesy of some old bike magazines. I found that R100Rs rattle a lot more than the 259 engined R1100, wobble a bit at touring speeds and the fairing is probably the most effective ever put on a touring bike. R1100s are much quicker and quieter.

... And the Verdict is ...

So what has a **Retread on an R type** learnt?

- Old BMWs are noisy, rattle but keep on going. Get the motor warm and keep the revs up, and everything is sweet.
- Don't ride it like a V8.



timing chain. Another \$500. When I collected the bike I was concerned it wasn't rattly like before. It's OK says Doug, you can hear a bit of piston slap now, but nothing to worry about. He also showed me that I could now turn the steering head nut 0-1-2. Silly me, I thought the knob took up slack and wear in the steering head. The last of my touring speed wobbles were cured when Ian explained that 0 was for around town and 2 was for the highway.

What interested me now was the 'big end knock' I could hear at low revs. I ask about rebuilds and am told rebuilds never happen before 250,000. Rode it wearing my horse riding boots and the longer toes kept catching the fairing. Concerned I might have caused some damage, closer inspection revealed the fairing flapping around on one side and held on by a cable tie on the other. My 'big end knock' was cured by a couple of 6 mm bolts. Now I can actually hear the motor, and sweet it is.

The other cure came from a change in my riding style. After small Japanese bikes I was

- R100RS's do wobble if the steering nut is a bit loose.
- The steering nut adjustment is a steering damper, and not a wear slack compensator.

Any gripes? Yes, the mirrors and the headlight are fixed to the fairing and don't turn with the steering which makes it impossible to examine the car driver behind at the traffic lights and the headlight doesn't go with the steering in the bends.

And what next? After riding the R1150RS and the K1200RS I'm now debating whether I can afford the new R1150RS or buy the K1200RS and keep the R100RS.

Finally the verdict: BMW – Bavarian Money Waster, no Bloody Marvellous Weapon.

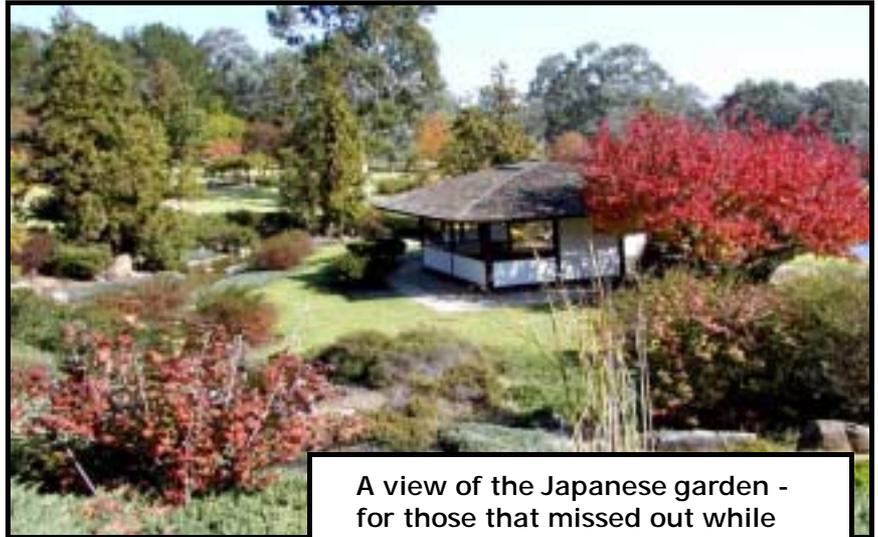
Mal

Mother's Day Lunch at Cowra

There were a few drops of rain as we left Bungendore after breakfast but that soon cleared into a perfect autumn day as we headed north to Cowra.

19 of us sat down for lunch at the Red Carp restaurant at Cowra's famous Japanese Garden. The garden in a picturesque 5 hectare site represents the landscapes of Japan where the hill is a mountain, streams are rivers while the ponds are inland lakes and the sea. Those who strolled around the garden enjoyed the spectacular autumn foliage.

Had we known lunch was going to take so long to serve (shades of breakfast at Bungendore lately) ALL of us could have enjoyed the garden. Some of us wish we'd ordered like Nigel did - a slice of lumberjack cake and then back on the road "to ride all day and play all night." (for those who know Monty Python's Lumberjack Song.)



A view of the Japanese garden - for those that missed out while waiting for lunch.

After our rumbling tummies were eventually filled, it was time to head home with some taking the scenic, winding sometimes bumpy road to Boorowa via Darbys Falls and Frogmore.

A long day - but a good ride.

p s - the coffee and breakfast at the Cowra Hotel near the Canowindra turnoff come highly recommended by Pam and Roger Paull. On a 1 to 5 star rating, the Town House Motel scored a zero.



Waiting ... waiting ... and waiting for lunch at Cowra

'Our Test Ride in France' (or ...'La Grenouille dodging 101')

**Your Foreign Correspondent (a.k.a. Murray Parker)
reports on the pleasures of riding - French style**



Twingos to the left, Clios to the right, German cars that go really fast and 2CVs (two horsepower – literally), not to mention the omnipresent hoard of scooters all approaching the same roundabout with horns blazing, and you pretty much have the essential ingredients for a relaxing motorcycle test ride in the south of France!

Let me back up a bit. My colleague, Graeme, took my 1150RT for a wazz around the Tidbinbilla road back in Nov 03 shortly before he departed for an extended posting to France. He really liked it and would have kept going except he was on a limited time frame and the fact that I was on Dallys' bike and wouldn't let him get out of sight! He started shopping around when he got to France and now its March 04 and I'm over with him on the same job. He was quick to inform me when I arrived that he had lined up a potential 2000 model RT from the dealer in Nimes about an hour's drive away. So on the first weekend, off we go.

Nimes is an ancient Roman city that carried great religious and governmental influence over the whole region, back when the Roman Army dominated all before it and Caesar Augustus rode works chariots in the Legion 500! Complete with a smaller version of the Colosseum and a grand Temple, it is now a favoured tourist attraction. However, the most significant cultural centre of them all is the Sport Moto Thome BMW bike shop just out of town! This place is very modern and had all the lollies lined up and polished waiting to be drooled on. I saw the latest 1200GS and almost forgot what we'd gone there to do.

We met the owner Monsieur Jean-Marc Thome, who spoke bon Anglais (as many French do) and he showed us the bike. It had been well looked after, with low kms and he was keen for us to take it for a spin (must be the Aussie "flavour of the month" thing still working for us I guess). Somehow I convinced Mr Thome to allow me to take a bike as well and he let me take a Scarver, which I had been busting to test back home, just to see what all the fuss was about you understand. To accompany us on our sojourn was a very helpful young good mechanic named Nicolas, who also spoke good English and was eager to show us the way. Just as well, 'cos we had no idea how to get around, let alone back to the shop if we got lost. Eat eees tha good way.....non?

After warm ups and dress ups, we were on our way. One good thing about riding a bike in another country is that all the switch-gear is the same, which is really great, because it frees up some brain space to deal with the lemming type traffic conditions they have over here. Blinkers are optional while horns are compulsory! Watching out for wayward traffic and having eyes out on stalks is par for the course here. Graeme settles into the RT really well and Nicolas is doing the righty by going steadily until we are comfortable. The Scarver is soooo

different to my RT that I nearly went twice around the first roundabout due to the sharper steering! But it's a forgiving machine and before long I'm in the zone and having fun.

I'd asked Nicolas if we could stop for a photo



at some stage near a sign or something that would clearly indicate that we were in France, so I could send it back to you good folk to prove we were really there. He excelled himself and pulled us up in the middle of a feeder to a roundabout (it is France after all!!!), with a stack of signs pointing to all sorts of places nearby. Don't ask me to pronounce them cos I can't – "coffee and croissant" and "I won't do it again occiffar" are about my limit. We take a few snaps, remount and head back to the shop.

This time we are far more comfortable and we go a little quicker. Graeme is moving the bike around a bit to further test its capabilities and I am having a ball at the back of the pack giving the Scarver a workout. This bike is so easy to ride. I can see why they are so popular. Given a bit more time I reckon I could have popped some wheelies. But seeing as it's not mine and

visions of me sliding on my bum (while dodging poodle bombs), and trying to think of French expletives stayed my attempts. Explaining to Mr Thome why his nice little bike wasn't anymore would have also put back Aussie – Franco relations many years. So I just continued to have fun till we got back to the shop.

We thanked Nicolas profusely for all his efforts to accommodate us. In fact, I think he got just as much out of escorting us around as we did with his company. He was great. Graeme was happy and went inside to talk turkey with Mr Thome. I went back to report our adventure to Graeme's better half, Jan, who had sat quietly in the car reading a good book, while the boys went outside to play! The deal was done (after some negotiation with Jan) and Graeme was now the proud father of an almost-new RT and could pick it up in two weeks – French red tape you see.

We all then set off to find somewhere in Nimes proper to have lunch and talk more bike stuff and in the process, found ourselves in the middle of a motorcycle protest rally (more on that later!). All in all it was a great experience and if you are ever in Nimes, drop into the BMW bike shop there. I think you'll be pleasantly surprised by the very friendly reception you will receive.

Au revoir

Murray

Discount for Club Members

Gecko Motorcycle Company, Newcastle St, Fyshwick is offering discounts for Club Members.

- ◆ 10% on all non-sale accessories (helmets, gloves, clothing and the like)
- ◆ 5% as well as free fitting/balancing on their already competitive tyre prices

Contact Sabian on 6162 0001 or 1800 243 256 if you would like to be included on their VIP email list for up and coming sales and exclusive offers.

'Mates Rates'

Olaf Moon tells us of a great day's ride to the Coast - the type of ride that reminds us why we all enjoy bikes so much.

My phone call to Tony had elicited the expected "Let's do it" response, to a 500 Km trip to the coast via the Clyde, Nowra, up Kangaroo Valley and home to Canberra.

His enthusiasm matched mine, as we both arrived early at the petrol station in Queanbeyan, topped up with PULP and headed up the hill. But my expectations for a demanding day were well and truly set, as Tony passed me in the first overtaking lane, powering up into a perfect drifting mono, all the way to the next crest. Mates Rates – just how fast is going to be reasonable, on a quiet weekend motorcycling with a friend?

You see Tony doesn't ride a BMW. Until November 2004 when BMW brings out the new in-line four cylinder, supercharged sports bike, with a 170 ps at the back wheel, he'll choose a Japanese sports bike. The weapon of choice for today, is a Kawasaki Z1000, almost new and of course lairy orange. Some of you will have seen it one Sunday morning at a Bungendore breakfast, where most simply ogled the capacious spread of the rear tyre! Just compare this with the almost sedentary style of my ageing R80RT.

But right now, that is hardly going to stop me charging after him, and trying to keep the speed within the "15 Km-over-is-just-a-small-fine" limit at all times. Naturally the bends down the Clyde are a different matter, something that I had not approached recently on a motorcycle. They commanded a more cautious speed, well within the limit. Frankly, they are very marginal for riding with heavily corrugated sections on the inside, whether going up hill or down. Choosing something *other* than the perfect racing line, is definitely a requirement on this piece of very public road. A large pantechicon slowed me to a reasonable pace – thank god!

None-the-less, we found a place to overtake half way down the hill, and wrapped it on. Two corners later, my bike heads into a big front-wheel power slide of some metres, guaranteed to throw a bucket of cold water over my super heated enthusiasm.

In Bateman's Bay, we head for the Fish and Chips Café on the wharf, pay for one parking ticket for a bunch of bikes, and polish off some of the ocean's finest with a couple of short blacks. (I presume that that is only racist if there was no such thing as a "long black" which of course there certainly is?).

Our talk turned to slides and tyres.

Just how much rubber do you need for protection? Will something wider and longer give more grip in the wet, or less? Should I go for a stickier compound, and suffer a flat spot in the middle? (if only). Does old rubber go off and if so, over how many years?

The fact is, that like blue balls, blue tyres are both uncomfortable and deadly – according to TJs. Once a pair of old tyres get well and truly heated, they can show a dark blue patina along the outside blocks. They then get very slippery and prone to taking you on the great slide – when the real objective is to "keep the black side down, and the shiny side up!" And shouldn't that be the objective of every motorcycle rider? Of course tyre pressure is also critical, more so than with a car. I can now notice a 2 psi difference at my front tyre, especially when the bike is being pushed hard, so my personal commitment for this month was to buy a really good tyre gauge - and use it.

We headed north across the bridge, expecting the next section to be a little boring. However, it was far from that, with some great sweepers, good surfaces and challenging traffic. Another fuel stop had given us some range and we headed into Nowra, with some caution, having passed a couple of "double bubble" cars on the way north.

In Nowra, there was a huge queue of vehicles, aggravated by a semi-trailer on its side at one roundabout, with 30 tonnes of turf spread across the road.

Having passed, we headed up the hill. And what a road it is. With smooth surfaces, steep climbs and a hundred perfect curves to try your luck upon. We really got stuck into these, and given it was Saturday morning and not Sunday,

so did a surprising number of others on bikes of every vintage and style. Some of the bends are real hairpins, with signposting at 25 kilometres per hour.

The one at the top is badged at 15 kilometres per hour, and they mean it – the crest in the middle of the corner means that you really must have the counter steering working, to avoid a drift across the doubles and into the on-coming traffic. A young man coming the other way on a Japanese crotch rocket was wearing complete leathers, boots and a full face helmet, a stark contrast to his female pillion clad in shorts, a T shirt and an open face helmet. It did not look like the perfect relationship to me, with one person driving and the other suffering the consequences. It reminded me of the Harley advert – “You will have heard the phrase ‘it will drive you mad’ but have you ever heard the one ‘it will ride you mad’?”

Kangaroo Valley township is a charmer, with a couple of pubs and half a dozen coffee shops. Outside these were lined at least 200 motorcycles, shining in the midday sun, with their riders imbibing on the pleasures offered by local retailers. We consumed another coffee and some water, and chatted to a group of younger riders, who were heading the opposite direction. They stared at the stark contrast of our two bikes, and our short haircuts and instantly labelled us “aging hippies” – how apt.

“Don’t be in a hurry” I said, “You’ll have to pass a very slow semi – and a load of dirt before you get home!”

But the riding is not over yet. There is another great set of curves heading up the next hill and on into Moss Vale. We availed ourselves of their magic, again and again, and then stopped beside the open road to laugh about it, grins and hot air blowing in the wind.

To return to Canberra requires a quick slash down the Hume Droneway, so we stopped in Goulburn, something I had not done for 15 years, to visit the Big Sheep and score some points for the TJs Tyre Competition – unfortunately I never entered this picture, but I suspect that Fred had it wrapped up the comp, following his trip to Queensland, anyway.

And then to home. Should I call this marvellous ride, “The Mates Circuit” and call a few friends for a re-run someday soon?

But Where Did It Go?

Pam Paull explains the provenance of the Australian War Memorial’s BMW.

On learning that I’m a voluntary guide at the Australian War Memorial some members have asked me what happened to the motorbikes that used to be on display in ANZAC Hall.

The four bikes, a BMW, Harley-Davidson, Indian and a Norton were removed last year to make room for the ‘Striking by Night’ display featuring the ‘G for George’ Lancaster bomber.



The superbly restored 1939 BMW R12 with sidecar was one of many bikes captured by the British in North Africa following the defeat of Rommel. The British, having plenty of ‘superior’ BSA’s shipped the ‘inferior’ BMW’s off to Pakistan, from where the Memorial’s bike came.

The bikes are now stored at the Memorial’s annex at Mitchell and there are no immediate plans to return them to public display.

The Vice Report

Well I must say that it is good to be back on two wheels and enjoying the wind on my face, well, helmet visor, as it is not a Harley and I don't have an open face helmet. I have a lot of learning to do as my K1200RS is just a tad more responsive than my recently departed K 75RT and I might add just a bit cooler in this weather.

This month I wanted to update the communications options for contacting the Committee, the Editor, Secretary etc and to tell you a little about our Yahoo Group and a couple of other snippets.

We currently have a mail server set-up which enables emails to be sent to the committee as a whole or to individual members whilst maintaining privacy issues.

The addresses are:
committee@actbmwmcc.org.au,
editor@actbmwmcc.org.au,
secretary@actbmwmcc.org.au,
etc.

Details are in the magazine. This option usually works without a problem for general text messages but the mail server does not like attachments in general, especially those greater than 1 MB. The committee has agreed to acknowledge any emails directed to individual positions within 3 to 5 days and I (at least) will acknowledge any emails addressed to the committee.

Note that the extension for these emails is '.org.au' not '.com.au'.

For all of those wishing to send articles and especially photos to the Editor, Roger Paull has set-up an email address specifically for this purpose. This email address for magazine articles is:
editoractbmwmcc@yahoo.com.au

Roger will acknowledge all emails received.

Yahoo groups offer an alternative means of general communication for clubs with members being responsible to decide on options for joining the group and receiving mail. Currently the Ride Coordinator, John McKinnon, maintains an email address list (if you agreed on your membership application/renewal) and sends details of trips and club activities to those on this list. With a Yahoo Group, how or even if you receive emails is up to you. For example, I

have chosen the daily digest which forwards all emails in one message. I could choose to receive all emails individually or none at all. I could log onto the group and check the messages as I want. I would simply logon to <http://groups.yahoo.com/group/actbmwmcc/> to see what was new. I have asked John to add the Yahoo Group email actbmwmcc@yahoogroups.com to his mailing list for those of you who choose this option.

You can subscribe to the club Yahoo group by emailing:
actbmwmcc-subscribe@yahoogroups.com
and when you wish to unsubscribe you simply email:
actbmwmcc-unsubscribe@yahoogroups.com.

You need to be approved by a moderator and then set-up your membership. Not so difficult and I'd be happy to help. Once approved, you can add your messages or photos by emailing actbmwmcc@yahoogroups.com.

Anyone who is a member can post messages and photos and participate in discussions. And best of all it is your choice whether you receive any emails. Yahoo groups are self maintained with members responsible to update their address, etc.

By the way if you would like to receive your monthly magazine electronically (instead of by snail mail) you need to email Ian Hahn, on membership@actbmwmcc.org.au.

Check out the BMW Clubs email and follow the link from <http://www.clubs.bmw.com.au/indexframe.asp>.

Safe riding

Colin Ward

ph: 6255 8998 (h) 04122 62212 (m)

Minutes of MAY Committee Meeting

Committee Members	# Attended * Apologies, @ Absent	Club Members Attended
Peter Stanfield (President)	#	Alison Gilbert
Colin Ward (Vice President)	#	Fiona Oliver
Peter Oliver (Treasurer)	#	Jeanette Hahn
Stephen Hay (Secretary)	#	Pam Paull
Roger Paull (Editor)	#	
John McKinnon (Ride Coordinator)	*	
Leah McKinnon (Social Secretary)	#	
Ian Hahn (Membership Secretary)	#	
Ray Coxon (Webmaster)	#	
Louise Coxon (Merchandising)	#	
Martin Gilbert (Clubs Australia Delegate)	#	
Richard Jackson (Librarian)	@	

Last month's committee meeting minutes. Jeanette Hahn requested other attendees be also noted. Colin noted committee members not public officer have changed.

President, Peter Stanfield – Discussion on future trips. Slow service for lunch last trip mentioned. Recommendations that lunch trips not be preceded by breakfast at Bungendore. A turn marker to wait for last person on trip. Need to re focus on rides. Try to plan rides 6 months in advance.

Where to next, Hill End at end of the month. Concern about 20 km of gravel to Hill End. Optional to go to other places in the vicinity. 29 & 30 May. Date for Temora ride to Air Show. Proposal to leave Hall at 8:00 AM. A day ride there may be an option.. Christmas in July with Victorian club a possibility. Leah to contact them about a July date. A day ride or event during Club trip north for non participants in August/September is a possibility. Tumbarumba was mentioned but it may be too cold. South Coast offers possibilities.

We should try to plan for a long weekend ride each third weekend of the month. Rutherglen suggested as possible location. September Bermagui. October Kosciuszko Rally. Possible GP Trip 15 to 17 October. Temora - possible day ride. BMW SAFARI to be added to club calendar. Additional day rides always an option. 5th to 13th Nov BMW Safari. Colin is arranging a trip to Berry 14 & 15 August. Need a few people to be ride leaders in future. Peter has started book of contact details for rides. Alternative breakfast Captains Flat Sunday June 6th. Next alternative 4th July Gunning Café(?)

Vice President, Colin Ward—. People having problems contacting club addresses. Colin recommended using Yahoo Groups to manage club emails. Some concern about using Yahoo format. Works well for Gravel Surfers. Colin Has prepared a report on the possibilities.

Problem with current Mail server it does not like attachments. Roger to set up trial Yahoo Editor address.

Secretary Stephen Hay - 7 Memberships new members and renewals. Usual collection of other

peoples magazines. Email from Community Information Handbook asking for information. Flier from Tarraleah TAS offer of winter special. Collector Hotel flier. 2 fliers on Eastern Creek Classic Race Events.

Treasurer, Peter Oliver - . Current Financial details presented. New Committee people spending money need to populate the distributed form and the approval of two other members. Request for received memberships paid by cash to be documented for the Treasurer. Time required to develop appropriate solution. Suggested bulk purchase of stationary and stamps for Club use instead of ad-hoc purchases.

Editor, Roger Paull - will not be here after next Tuesday so Alison Gilbert offered to collect news letters for mail stuffing. Roger commended on his first issue.

Social Secretary, Leah McKinnon – Chomp and Chat was held at Montegos Woden. John recommended pub or club next time. Ainslie Football Club in June. Central Café in July.

Clubs Australia, Martin Gilbert. Clubs Australia - International delegate likely to be Stuart Garbie, with out competition. Nationals proposal detailed last month to be voted on request for feed back. General agreement received from the meeting. The cost of nationals day run to be reimbursed to the club.

Webmaster, Ray Coxon. First web authoring course held. The BMW templates have not yet been tried.

Membership, Ian Hahn - Four renewals three new members. Last newsletter for people who have not renewed their memberships. Discussion on forming a relationship with a larger State club to access their spares inventory. Victoria has largest list of online spares. Discussion on privacy issues. Possibility of vintage sub group to access vintage rego benefits.

Merchandising, Lou Coxon – Possibility of holding stock of popular items. Proposal supported. The Merchandising officer to receive a float to fund the stock. Possible addition of rugby top and jacket to range.

– AIRHEADS –

Airheads is a group of motorcycle enthusiasts who ride to different destinations in the district weekly or fortnightly depending on the season. The schedule includes short Saturday rides suitable for older Airheads, alternating with longer rides and overnights more suitable for modern machines.

Airheads Ride Schedule: June/July/August 2004

Where: All Airheads rides start from the Ampol Servo, cnr Federal Highway and Antill St. WATSON

When: Departure time: **May: 9.30am;** **June: 10.00am;** **July & August: 10.30am**
(overnights may commence earlier, please phone to confirm.)

Contacts: Peter Wilson - 0402 248 553 or Peter Robleski - 0407 280 477

Saturday May 29: **Parkes (overnighter)**

Ride to Parkes via Yass, Boorowa, Cowra. Visit local attractions in Parkes, viz. "The Dish" and overnight stay. Return to Canberra via Forbes, Grenfell, Young, Harden and Yass.

Saturday June 12: **Gunning (150kms return)**

Ride to Gunning via Collector and Breadalbane, breakfast/ morning tea at Gunning; back to Canberra via Gundaroo and Sutton.

Saturday June 26: **Nowra (overnighter)**

Ride to Nowra via Bungendore, Tarago, Goulburn, Bundanoon, Moss Vale and Kangaroo Valley. Visit local attractions including the Naval Aircraft Museum and overnight stay. Return to Canberra via Ulladulla, Batemans Bay and Braidwood.

Saturday July 10: **Bungendore (120kms return)**

Ride to Bungendore via Barton Hwy to Murrumbateman, then onto Murrumbateman and Bungendore Roads. Morning tea at Bungendore and return via Mac's Reef Road to Canberra.

Saturday July 24: **Wollongong (overnighter)**

Ride to Wollongong via Bungendore, Tarago, Goulburn, Bundanoon, Mittagong, and Thirlmere. Visit Thirlmere Railway Heritage Centre. Ride on to Wollongong for overnight stay and return to Canberra via Robertson, Moss Vale, Bundanoon, etc.

Saturday August 7: **Goulburn (220kms return)**

Ride to Goulburn via Bungendore and Tarago; morning tea at Goulburn; back to Canberra via Breadalbane, Gunning and Gundaroo.

Saturday August 21: **Gunning (150kms return)**

Ride to Gunning via Collector and Breadalbane, breakfast/ morning tea at Gunning; back to Canberra via Gundaroo and Sutton.

Saturday August 28: **Dubbo (overnighter)**

Ride to Dubbo via Boorowa, Cowra, Molong and Wellington. Visit the Western Plains Zoo and overnight in Dubbo. Return via Parkes, Forbes, Grenfell, Young, Harden and Bowring.

Notes: This schedule can also be seen on the web at www.actbwmwcc.org.au. Rides may be changed by general agreement. Airheads rides are approved ACT Vintage Veteran and Classic club rides. Oilheads and Waterheads welcome!



2004 TJ's TYRES TOURING COMPETITION

For ACT BMW Motorcycle Club Members

Hal Caston of TJ's Tyres

Hal Caston of TJ's Tyres sponsors the competition and will give the major prize - a set of tyres up to the value of \$450.

The competition runs from May 2004 to February 2005. Members gain points through photos, (i.e. of member, bike, location/sign), like under the previous rules, or by attending club riding events.

Point scoring is weighted to encourage long distance touring and regular attendance at club rides, which include Airheads and Gravel Surfers organised and advertised rides

HOW TO SCORE POINTS AND WIN

A photo at TJ's Tyres is compulsory for entry into the competition.

10 points—entrant and bike at TJ's Tyres.

20 points—entrant, bike and Hal at TJ's Tyres

And then accumulate points under the Photo Section and/or the Club Riding Event Section

TJ's Tyres Touring Competition - Photo Section

(Remember, to qualify, all photos must include member, bike and landmark or sign)

1. State Borders

Vic	4 points
SA and Qld	8 points
Tas, NT, WA	15 points

2. Specific Sites

Uluru (NT)	20 points
Lake Argyl (WA)	20 points
Bamaga (Cape York) QLD	20 points
Big Lobster (SA)	15 points
Birdsville Pub (QLD)	15 points
12 Apostles (VIC)	10 points
Big Pineapple (QLD)	10 points
Dubbo Zoo (NSW)	5 points

3. Other equivalent sites or situations, determined on merit, subject to administrator's judgment

4. Other points allocated on the following basis for each new landmark

Other 'big' things (must have sign claiming big-ness)	2 points
Major sporting ovals interstate	2 points
National Park signs	1 point
Dams or lakes (large bodies of water or their signs if dry - not farm dams)	1 point

Club Riding Event Section

You can score points by attending normal club rides. These are the official rides as listed in the 'What's On' column of this newsletter and includes Airheads and Gravel Surfers.

If you're in the competition, to claim your point/s you will have to make sure that on the day of the ride that the ride coordinator records your presence - it's up to you.

Points are scored on the following basis:

Day ride	1 point
(Sunday breakfast is not a day ride)	
Weekend away	3 points
Club Safari	10 points
Rider Training participation	20 points

So get to TJ's TYRES for your first photo and start building up your points.

Martin and Alison Gilbert are administering the competition, so make some work for them

You can send your photos electronically to:
delegate@actbmwmcc.org.au

Or hard copy versions by post to:

The Secretary.
P.O. Box 1042,
Woden ACT 2606

Belated congratulations to the 2003 runners up - Dave Compton gets gloves to the value of \$70 from TJ's (expect a letter soon on how to collect your prize) and a tyre gauge to Howdie Farrar.

Gravel Surfing stuff

Not too much to report on the GS front as our monthly ride hasn't happened yet, with the Hill End ride being on next weekend (29/30th May).

I haven't been on the GS much over the last few weeks and I will have to take it easy on the Hill End run until I get a feel for the motorcycle (and the gravel roads) again.

It's unfortunate that I don't commute by motorcycle as there is nothing better for maintaining your skills than riding every day. Dodging the tin tops on a daily basis certainly sharpens your skills.

Riding regular long distances on weekends will also do the trick, but we don't always get the time to do this.

Unfortunately there are many riders who just don't put enough time on the motorcycle to develop their skills or maintain them.

Imagine riding in a group with riders who haven't kept their skill level up. It sounds dangerous and it is. I believe the most hazardous ride's I do are the annual Toy and Blanket Runs. Heaps of occasional riders all lumped together in close proximity. Fortunately the relatively slow speed of the rides has prevented any disasters.

However this slow speed riding also shows up the limited skills of many riders. On the next group ride you do watch the skills (or lack of them) of the riders as they assemble for the ride and then start to move off. For many riders stopping and parking their bike, and then riding from a car-park into moving traffic are major challenges. Would you want these riders close to you at speeds of up to 100 kph on a group ride? I don't.

The best way to increase the distance between yourself and these riders is to get out onto the gravel roads because the dust will keep them a long way from you. Have you notice how these occasional riders tend to avoid the gravel?

Riding on gravel roads with their variable surface conditions requires even more skill than riding on the tar so even more frequent riding is required. We are fortunate that Canberra is surrounded by many gravel roads for us to keep our hand in.

One of my favourite rides for touching up my gravel skills is south of Tharwa. I take Smith's Road and then the Angle Crossing Road to Williamsdale. I then usually turn around and do it again. It's an easy enough ride but it provides enough variety to sharpen the skills and get back in the groove again, and the round trip is about 70 kms for me, so it takes me less than an hour. The ride south to the end of Smith's Road is also a good one but takes a bit longer.

There are also gravel roads around Captain's Flat which are easy to access after the Sunday breakfast run to Bungendore.

I am sure you all have your own favourite road close to town. Do yourself a favour and get out there and keep your skills at a high level.

COMING EVENTS:

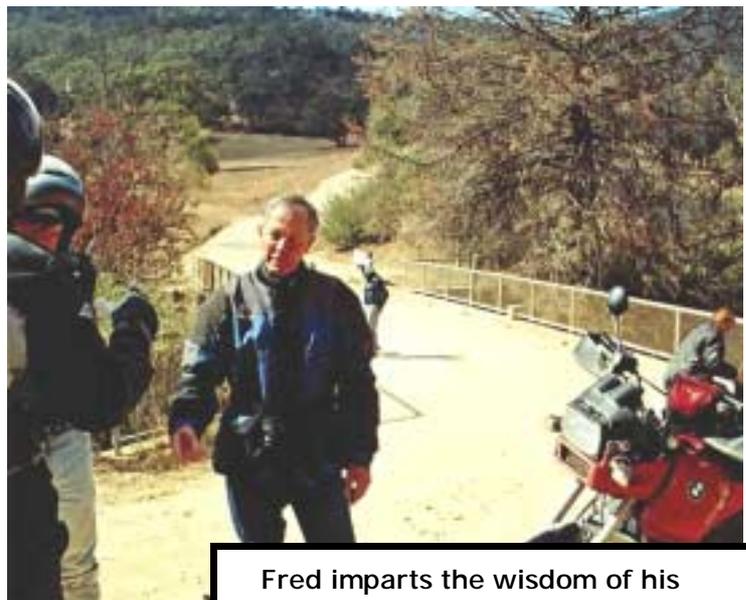
29/30 May - Hill End - Weekender

12-14 June - Dubbo - Weekender

Contact me on **0407 415 294** or

upsidedowngreg@yahoo.com.au if you want any information about these rides.

Upsidedown Greg



Fred imparts the wisdom of his many years to some much younger GS riders.

Looking to insure your BMW Motorcycle? We can help you!*



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Email: admin@neib.com.au



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product, service and competitive prices.

Ring and give us a try!

(NB Non BMW sports bikes for under 40 riders are excluded)

* Subject to
underwriting



On the road to
Cowra - May 9th.

Honda Rune -as seen at the
Sydney bike show.
... doesn't look like it'd be
much good in the dirt though



For Sale

BMW R80, 1990 Victorian rego until 8/04. New front tyre, res. condition has slight oil leak from 1/h push rod tube. **\$3500 ono**. Ring **Dave on (03) 5796 2394 or 0421 806999**.

BMW R80RT 1985, 800cc with many extras – comfort seat, Staintune pipes, panniers and rack. Superbly maintained “oldie but goodie” - runs flawlessly and has completed many long trips. Many parts replaced new battery, screen, cam chain, front forks, twin disks, tyres etc by Doug Bryant. Gearbox rebuilt, tank resprayed. A full history is available, also toolkit and manuals. **\$5250**. Call **Olaf on 0418 110087 or email olafmoon@ozemail.com.au**

BMW R50/2 1968. Earls forks model. Matching numbers. 20,000 original miles. Full bare metal respray to original white colour. Large 6 gallon fuel tank. Optional touring seat restored. Wheels restored with stainless steel spokes. Full Over-lander stainless steel exhaust system. Fasteners either replaced or replated. As new Metzler tyres. A stunning and much admired example in exceptional condition. **\$9500**. Call **Steve on 0262925416 or 0409 121259**

F650 GS silver blue 2000 model, 17,500kms, two screens (Givi screen fitted), expandable panniers, low seat kit fitted, latest fuel injection program loaded, heated hand grips, new front tyre, 3 mths ACT rego, delightful bike to ride and sorry to sell. **\$9,500**. Phone **Claire 0407 808 660 or email: bikers@webone.com.au**

BMW K1200RS - 7/2000 model, 67000km, silver/blue, excellent condition, fully serviced (last major at 61,000), heated grips, ABS, BMW panniers and top box, new brake linings, new front and rear tyres, K&N air filter, headlight protector, toolkit, complete repair manual, 6 months rego. **\$14,000** negotiable. Ring **Dale on 0408 469 442**

FOR SALE

Second and last month

BMW R1100R, 1999, 38500 km, ex cond – no scratches or dings, ABS, floating discs, screen, panniers (with inners), heated grips, service records, techlusion module fitted, 7 months rego (ACT). **\$11300** ono. Contact **Mark 6292 6250 or 0407 076 122**.

FOR SALE

Second and last month

Tank bag for the K series. Genuine BMW version with waterproof cover, etc. Excellent condition. **\$200** ono phone Colin 0412 262 212.

Clymer Workshop manual for the K series 1985 -1995. **\$30** ono phone **Colin 0412 262 212**

BMW R80RT 1984 Registered until Dec 04. Dark blue. Panniers with liners. Currently fitted with bikini fairing (RT fairing included in sale) . Excellent condition. **\$5300**. Ring **Janis 02 6296 1107 or web@actbmwmcc.org.au**.

WANTED

Anyone going to the Rally in Tasmania 5-15 November 2004. I would like to embark on the Spirit of Tasmania out of Sydney, and I'm looking for some company. I've asked for Hostel accommodation on the ship and tourist parks/cabins whilst in Tassie. Unfortunately, I'm travelling alone and would like to see other Canberra based people going. Please contact **David 0422 408 535; or email dandmcompton@smartchat.net.au**

WANTED

Second and last month

Staintune sports mufflers for a 1983 R100 I'm after a set in good condition. Contact **Alex Green, Wollongong, 42284560**.

A set of black leathers for a female Size 12 -14 Please contact **Ruthie Farrar 61619401 or farrar@pnc.com.au**

ACT BMW Motorcycle Club

PO Box 1042 Woden 2606



APPLICATION FOR MEMBERSHIP (Please cross out the option not required)

1. **NEW Single Membership \$ 40.00 plus \$5.00 Joining Fee.** \$ _____
(Fee from the General meeting in October each year is \$20.00 +JF)
2. **NEW Joint / Family Membership \$40.00 plus \$7.00 Joining Fee** \$ _____
(Fee from the General meeting in October each year is \$20.00 +JF)
- (Please don't send any CASH BY MAIL) Total \$ _____

Please fill out ALL PARTICULARS below so that we can record your membership details

Please Print

Last Name _____ First Name _____
Home Ph _____ Work Ph. _____ Mobile Ph. _____
E-Mail Address _____
(By filling in the e-mail address you have indicated you are willing to accept information on club events.)

Partner / Joint / Family Details, if different from above

Last Name _____ First Name _____
Home Ph _____ Work Ph. _____ Mobile Ph. _____
E-Mail Address _____
(By filling in the e-mail address you have indicated you are willing to accept information on club events.)

Do you wish your monthly magazine in paper format OR electronic format (e-mail)

Postal Address _____
Suburb _____ Postcode _____

Motorcycle 1 Make _____ Model _____ Year _____
Motorcycle 2 Make _____ Model _____ Year _____
Motorcycle 3 Make _____ Model _____ Year _____
Motorcycle 4 Make _____ Model _____ Year _____

The fees paid as above entitles me/us to receive the Club journal, membership card and for new members, a club badge, sticker and card (for each membership) and to participate in all the Club activities.

Participants in Club activities are advised that they do so at their own risk. You are required to obey the law at all times and ride with your safety and the safety of others in mind.

I / We agree to comply with the rules of the ACT BMW Motorcycle Club according to its constitution.

Signature 1 _____ Signature 2 _____ Date _____

Membership Secretary only	Receipt #	Membership #
Mailing List Badge Sticker	Membership Card	Date _____



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